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IMPORTANT INTIMATION.

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(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST, A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1888.

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In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1888 contains a carefully revised

INDEX TO THE ORDINANCES OF HONGKONG; A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG AND A Mass of interesting information on various subjects, culled from the most trustworthy sources.

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"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1888 is Printed on a superior quality of Paper, and is the best printed and most handsomely bound volume published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work, respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" FREDERICK HILL, HONGKONG.

Hongkong, 16th January, 1888.

Intimations.

NOTICE.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

LAWN GRASS SEED

SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hongkong, 2nd March, 1888.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open to the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1.

TO SUBSCRIBERS.

Subscribers to The Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

DEATH.

On the 3rd March, at his residence, The Grove, South Hill, Liverpool, ALEXANDER GIFFORD, formerly of China.

HONGKONG, THURSDAY, APRIL 12, 1888.

GRAMS.

(From Straits Times)

FRANCE.

PARIS, April 4th.

Monsieur Floquet made a statement in the

Chamber, appealing for the support of all

Republicans, to let the Government choose the

time for the revision of the constitution. He

also said that the Government is sincerely

desirous of peace.

ABYSSINIA AND ITALY.

SUEZ, April 4th.

The Abyssinians have evacuated their positions

facing the Italians, and are in full retreat

towards Asmara.

LOCAL AND GENERAL.

We note the arrival of Mr. T. Arnold, Secretary

to the Hongkong, Canton and Macao Steamship

Company, by the Messagerie Maritime steamer

Ava from Marseilles.

The Superintendent of the P. & O. S. N. Co.

courteously informs us that the steamship

Malton, with the next English mail, left Singa-

pore for this port at 11 a.m. yesterday.

A REGULAR Convocation of Victoria Chapter,

No. 525, will be held in Freemasons' Hall,

Zetland Street, this evening, at 8.30 for 9 o'clock

precisely. Visiting Companions are cordially

invited.

THE *Courrier d'Haiphong* says that owing to

the excessive Customs duties lately imposed by

the French authorities in Coochin-China, the port

of Nam-dinh has been almost entirely deprived

of shipping.

SOME of the money, says a writer in the New

York *Mirror*, that Mr. Irving will take out of

this country will go to the establishment of his

London theatre. What he will leave in return

is not so easily estimated. I have tried very

hard to sum up the benefits that he has conferred

upon the American stage. It must be allowed

that he has given us a fine example of what a

man of intelligence, with a fixed purpose and a

good backer, can do in the star business. But

I cannot exactly see in what respect he has

shown us the possibilities of dramatic genius.

NO SHINO residing at 110 Queen's Road West

was this morning summoned by the Inspector

of Nuisances for restricting the flow of rain

drainage in front of his door on the 11th inst.

by storing a quantity of material on the pave-

ment and in the gutter. Defendant told the

Magistrate it was not he who had offended

against the sanitary laws of the colony but his

apprentices. This yarn did not go down with

Mr. Wodehouse, who fined Mr. Ng in the sum

of \$10, to be obtained by a distress warrant if

Mr. JAMES YOUNG KENNEDY, proprietor of the *Penang Gazette*, has been elected a representative member (for Penang) of the Legislative Council of the Straits Settlement.

A MEETING of the Local Marine Board was held on the 8th March at the Sailors' Home, Liverpool, to present a gold watch awarded by the Emperor of Germany to Captain Hugh Nish, of the steamer *Cyclops*, for services rendered to the German steamer *Oder*, which was wrecked while on a voyage from Bremen to China, in May, 1887.

OUR soul thrills with joy to learn that dancing gowns of tulle, which are now the fashion, have no steels in the foundation skirt, but are given the requisite bouffant effect with a small hair bustle and a row of crinoline flounces underneath. It is, however, rather a drawback to read that so many breadths of the tulle gossamer tulle are used that if the tulle beneath is too large the effect is grotesque.

RAPID progress has been made by the Hongkong Hotel management in removing the debris resulting from yesterday's accident. A considerable portion of the billiard room has been cleared of the rubbish, and the careful explorations this morning resulted in the recovery of all the valuable property belonging to Mrs. Ogston and Mr. Dominguez, even small articles of jewellery, such as diamond rings, being recovered. Mr. Dominguez's coat was found, with the sum of \$750 in one of the pockets. The three billiard tables have been rendered useless, and a lot of dining room furniture, table requisites, etc., considerably smashed up.

A VERY sad accident occurred during a performance of "Faust" by the English Opera Company at the Princess Theatre, Melbourne, on the 30th. The *Melbournian* writes, "Mr. Frederic, whose proper name was Frederic Baker, had been rehearsing his part for five weeks, and played with a success hardly anticipated. He went through the fourth act, and when going on for the last act he was apparently well, but just after going on he became in a manner dazed, and seemed to act mechanically. He was descending to the 'lower regions' with 'Faust,' and having said the last words of his, he had almost reached the lower floor, when he fell forward and never spoke again. He was carried to the green-room, where he died shortly afterwards. Deceased was an Englishman, 38 years of age, and leaves a widow, Miss L. Monmouth, of the same company, and two children. He was well known in London, and prior to his engagement in Australia, he had travelled through the provinces of England, the United States, and Germany with great success. He had for some time been suffering from heart disease.

THE greatest excitement prevailed at Devonport when the last mail left home, respecting the result of a raid made by the Metropolitan Police on the copper-smiths' shop at Keyham Dockyard. Vice-Admiral Grant, the Admiral Superintendent of the dockyard, on the 7th inst., conducted an investigation, which lasted for several hours, with closed doors. Seventy men of the department, who are seriously affected, appeared before him, with the result that the leading man in charge of the shop, Mr. Vining, and a young mechanic named Rogers were suspended, while thirty-two other mechanics were considered sufficiently implicated in the discoveries made by the police to have their names taken and forwarded to the Admiralty authorities, who will adjudicate upon their cases. In the course of the inquiry Superintendent Wakeford, of the Metropolitan Police, produced a vast number of articles in the shape of copper coal scuttles, kettles, snuff and tobacco boxes, &c., in various stages of manufacture. These had been discovered in the lockers and bunks of the men, and it is alleged that the men pilfered the material and made it up in Government time. The Admiralty on the 8th inst. placed the further investigation of the malpractices in the hands of the Admiralty law agent at Devonport, General Grant being relieved of further responsibility.

THE Fire Brigade, with its officers, belted and booted for the fray of bloodless competition, will meet to-morrow morning, at 10 o'clock on the ground between the City Hall and the harbour, in order to carry out certain events in their programme of the 6th inst. which were at that time either left unfinished or not gone into. There were also one or two points in the programme which, though put to the test of competition have since drifted into the field of dispute or uncertainty, and the clearing up of which to-morrow morning's meeting will possibly effect; and this reminds us that in the competition of the 6th inst. we missed the grand event, amongst so many, which is universally allowed all over the world to be the chief test of a Fire Brigade's efficiency, namely, the time occupied by the Brigade in getting out of bed, dressing, and taking their particular stations alongside the engine. We do not remember ever to have heard how many seconds the Hongkong Brigades consume in such necessary operations, but have been informed by Mr. Carter Harrison, who was for a long time at the head of the Fire Brigades of Chicago, that the thing had been done in eight seconds, which seems almost incredible, but which that estimable gentleman nevertheless solemnly declared to be an actual fact. In London, according to Captain Shaw, from the moment of 'the call' to the throwing open of the great doors, and the passage through them of the engine ready equipped and hosed, there will often elapse not more than 30 seconds. Even in the smaller stations, where the men sleep out of the building and have to be summoned by telegraph, a fire is imposed if the 'turn out' takes longer than three minutes. In the London stables it is said the horses stand ready for work *ever* the engine, requiring but the slipping of a knot to set them free, and in Chicago it is contended that the horses' equipment is dropped upon 'his' back, shaft and all, and also, that the men sleep in their clothing and boots.

THE Austrian corvette *Fasana*, en route to China and Japan, was at Penang when the *Fiepoh* mail left Singapore.

A CORRESPONDENT writes that the reports of the accident at the Hongkong Hotel in the *China Mail* and *Daily Press* are grossly inaccurate, and suggests that the talented reporters must either have been "got at" by some local Joe Miller, or contented themselves by accepting as gospel, without any inquiry, a lot of silly "gossip." Doubtless our correspondent is quite right, but the matter is really of no importance. No sane person in the colony would think for a moment of placing reliance on anything published either in the *Morning Sillygoz* or the *Evening Dane*.

SAYS the Sydney *Bulletin*:—Mr. Hodges, who attends Melbourne police courts for the purpose of translating Chinese evidence into Anglo-Saxon, has received the order of the sixth button from the Emperor of China. Dressed in the garb of his new nobility, Hodges had a fly round Little Bourke-street last week, where all the lepers called him blessed, and begged that he would deign to wipe his patrician boots with their back hair. Hodges is now next best man to "Joss" in these parts. We believe his 'sixth button' empowers him to cut off Quong Tart's eyelids and stick that amiable *restaurant* in the full glare of the noonday sun, to which orb, by the way, Hodges has become distantly related. May he live long, and never catch typhoid from eating Chinamen's lettuce!

DEAD beats are having a somewhat rough time just now amongst the Hongkong police, and if things go on in the harassing and hustling way which have lately characterised the relations of the police force with that of vagrants, soon we shall not have a single "hard case" to set up a dog-fight or to call out our sympathies. Following close on the two vagrants of yesterday comes the case of Joseph Williams, age 49, a native of Delhi, who was sprung upon at 6.40 a.m. on the 10th inst. by P. S. Kemp, and at that dreadfully early hour "yanked" off to the Central. Kemp said that he ran down his quarry in Queen's Road East, who was quite unable to say where he stopped or what was his occupation. To the interrogations of the Magistrate Mr. Williams said he was an apothecary out of practice, and that although he had no regular domestic establishment he had been living with a Reverend Father of the Church. Lately he had taken a trip over to Kowloon to see what was going on at the Dock Co.'s works, but had not succeeded in getting the job he had in his eye. Mr. Wodehouse after some further enquiries from Sergeant Kemp, was constrained to declare the unfortunate gentleman a vagrant and to provide him with free board and lodging at the expense of the colony.

THE *Macao Independent* evidently takes a rather gloomy view of the probable issues of the Chinese-Portuguese Treaty. Referring to the Chinese forces quartered in the proximity of the Holy City our contemporary says: "These tents have been decorated with the pompous name of soldiers' barracks, and they do not reveal any intention on the part of the Chinese authorities to maintain the *statu quo*. The pretext alleged for their existence is the repression of piracy; but this is surely a mockery, for the barracks are located in quite deserted places, while the villages and towns in the interior are being plundered. Assuredly, these barracks have a political *raison d'être*, and reveal the mandarin intention of commencing their work of circling us round within new boundaries." Our readers must have our allusions to this matter still fresh in their memories. When we blundered last year that the massing of Chinese forces in the vicinity of Macao meant an alteration and a reduction of the present boundaries, one of the objects of that much belauded Treaty, the *Independents* was the first to deride us, and following the lead of the 'officially inspired organ,' the other Portuguese prints published in the Far East followed suit in reviling our independent criticism of an essentially public question. The *Independents* is now first on the field with its *amende honorable* for its shortsightedness. We recommend a perusal of its article headed "The Treaty" published in its number of the 10th inst. to all interested in the affairs of Macao.

A CORRESPONDENT of the Manchester *Sporting Chronicle* tells the readers of that paper some interesting circumstances in connection with a "good grey steed in his own possession." He came to the conclusion that this equine friend of his was short-sighted. "He could see a carrot two yards off," he tells us; so he took the quadruped to an oculist living in the neighbourhood, who made the necessary inspection, and certified that the horse had a No. 7 eye, and required concave glasses. The concave glasses thus indicated were obtained and buckled on to the headstall. "The horse seemed a little bit surprised," he says, "when I first put them on him, but his amazement rapidly gave way to demonstrations of the keenest pleasure. He now stands all the morning looking over the half-door of his stable with his spectacles on, gazing around him with an air of sedate enjoyment. When I take him out for a drive," continues the voracious narrator, "he capers about as frisky as a kitten; his manner is altogether changed from his former timidity, and he has got over a bad habit of shying which once troubled him. A week or two ago, however, he turned the animal out to pasture for a few days, of course without his specs, and he at once appeared to be uneasy and uncomfortable. All day he hung about the gate leading into the meadow, whinnying in a plaintive minor key, until his master, seeing what was the matter, went up to the stable for the head stall. As soon as the spectacles were placed upon his nose he was glad that he rubbed down his master's shoulder, with his nose, then kicked up his heels and danced down to the pasture in a paroxysm of delight. Staffordshire was the scene of this history. We do not know the locality more definitely.

THE new steamer *Anish Maru*, en route from Middlesborough to Japan, had to put into Malacca on the 5th ult. owing to a broken cylinder cover.

INSCRIPTION on the tombstone of the wife of a French physician:—Here is deposited the matter of which Mrs. Z., wife of Dr. Z., was composed. Deprived of its principle of life October 20, 1887.

DRESSMAKER (a bereaved widow)—How long would you like the mourning veil to be, madam? Bereaved widow (with a burst of grief)—I don't care for expense at a time like this: my husband's death was a dreadful blow. Make the veil as long as the style will warrant.

WE are informed by a correspondent, with reference to our statement as to the probable cause of the accident at the Hongkong Hotel yesterday, that no arches had been cut in the wall, and that the remains of the arches now visible are those of the two old windows which have been there ever since the building was erected, many years ago. Our correspondent "imagines that the old brickwork between these two windows failed, but what the cause of the failure is at present a mystery." We have merely to say that we were well aware that the arches we inspected yesterday were those of what used to be windows in the dining room, and that our information was that not only had the supports of these two windows been taken away in order to make a connection between the old and new buildings, but that the fireplace had also been removed to make a third archway, without anything having been done to strengthen the wall thus so materially weakened. The "failure" is no mystery to us. The wall was too weak for the weight it was called upon to support.

Mr. Yang Chong, 45, described as a boarding house runner, appeared this morning in the Police Court to answer, (1) the charge of obtaining on the 11th inst., by false pretences, certain sums of money from farm labourers, and (2) with attempting to send the same men out of the colony to Penang. Mr. Denny appeared for the defence. The first complainant, Fung Chung Sing, said that himself and eight other labourers arrived in Hongkong on the 1st instant from the district of Tang Ping, with the object of going to America. On the arrival in this harbour of the passage boat which brought them, prisoner came on board and introduced himself; they were on the look out for him. He took them to his boarding house, and the next day they paid him \$15 each for tickets to America. They had heard something about certificates being wanted by the American Government, and on mentioning this little matter to the prisoner he said he would make it all right. Nothing was heard after this of Mr. Yang Chong until the 7th inst. when he suddenly turned up at the boarding house, where time had been passing not unpleasantly, with nine tickets for Singapore. By some means, which did not clearly transpire, it was discovered that Singapore was not in America, but Chong had to go back and change the tickets, which proceeding occupied exactly two days, at the end of which he turned up with tickets for Penang, and put some considerable pressure on complainants in order to get them on board of a Penang bound steamer. Witness was supported in his statement by his uncle, who had left Tang Ping along with the crowd, with his bowrip also pointed toward the United States. The case was remanded by Mr. Wodehouse till Saturday next at 11 a.m.

ON the 29th March there was launched from the yard of Messrs. R. and W. Hawthorn, Leslie and Co. (Limited), Newcastle-on-Tyne, the second of the two steel twin screw steamers, named the *Mel Ship*, built by them for the Governor of Formosa. The dimensions are:—Length, 250 feet; breadth, 34 feet; depth, 19 feet. The vessel is built to the highest class at Lloyd's, with deck-house for the accommodation of passengers from the after end of fore-castle to the stern. Over this house is an awning deck extending the full width of the ship, and of the same length as the house. Forward of engine and boiler space, in the large deck-house before mentioned, is a saloon for first-class European passengers, together with the necessary state rooms. This saloon will be handsomely fitted in carved oak framing and Hungarian ash panels, and at the fore end will be furnished with a piano in an oak case to match the framing. On each side of the engine and boiler hatches are the officers and engineers' cabins. Aboard the engine-room, also in this house, is the accommodation for first-class Chinese passengers; a large cabin aft being fitted to be used as a ladies cabin; or for the use of the Governor of the Province. On the towing deck forward is the chart-house, with captain's cabin, &c., together with the entrance house to the European quarters. At the after end of the awning deck is a large music saloon, forming the entrance companion to the Chinese quarters. This saloon will be supplied with an organ for the use of the Chinese. In the 'tween decks forward is accommodation for the Chinese second-class passengers, and in the 'tween deck, 'abait the engine-room,' for the third-class Chinese; the whole of this accommodation being well lighted and ventilated in the most approved manner. The vessel throughout will be lighted by the electric light, including masthead, side lights, cargo lamps, &c. The vessel has steam windlass and steam winches by Messrs. Clarke, Chapman, Parsons and Co., and also steam steering gear. The vessel will be driven by two sets of triple expansion engines, having all the latest improvements, including Marshall's valve gear, &c. There will be two multi-tubular double-ended boilers, which will be fitted with forced draught, and worked at a pressure of 160 lbs. A high rate of speed is anticipated. These vessels are being built under the supervision of Messrs. A. and W. Widdowson, acting for Messrs. Russell and Co. of China and Mr. Cromarty, the representative of the Governor of Formosa.

MESSRS. Carlowitz & Co. inform us that the steamship *Bormida*, of the Navigazione Generale Italiana, left Singapore last night for this port.

SCIENTIFIC tests in Hungary show that corn will produce the largest yield of milk, while sorghum will produce milk of the richest quality.

MRS. BROWN-POTTER's stage dresses are said to be a revelation. A Yankee paper naughtily remarks that the more they reveal the bigger will be her audiences. We blush for our contemporary.

MR. C. D. Haiman, agent of the O. & O. S. S. Co., informs us that the steamer *San Pablo*, with mails, &c., from San Francisco to the 24th ult., has arrived at Yokohama, and left for this port to-day.

THERE will be a Regular meeting of Perseverance Lodge, No. 1165, in Freemasons' Hall, Zetland Street, on Monday, the 16th inst., at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

ACCORDING to a Hamburg correspondent, Consul Meier, the managing director of the Norddeutsche Lloyd at Bremen, is said to have resigned his post in consequence of age. The step is much regretted, as his activity was the greatest stimulus of the company.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE GUNBOAT "FILIPINAS."

TO THE EDITOR OF THE HONGKONG TELEGRAPH.
SIR,—Notwithstanding the unfounded rumours published by some newspapers to the effect that the dispute between the Spanish Government and the Dock Company, regarding the *Filipinas* had been decided in favor of the latter, the matter still occupies the attention both of the Manila and Hongkong public. The Hongkong press having alluded to the case in terms that may mislead both communities, it is the intention of the writer to recall to mind as briefly as possible the points arising at when the Spanish Naval Commission to Hongkong, appointed by the Manila Government to take over the vessel returned to Manila after having refused in the most emphatic manner to accept the *Filipinas*, because of her signally failing to fulfil in each and every essential the requirements of a sea-going boat.

The author of the inspired article signed "Veritas" and published in the *Hongkong Telegraph* of February 25th, in his exaggerated zeal to excuse and defend the Dock Company, has made statements which, if correct and uncontradicted, would gravely compromise the members of the Commission. In common justice to these gentlemen I, therefore, propose to lay before your readers the salient facts, but will preface my remarks by first mentioning the principal and most glaring defects which have led to the refusal of the gunboat. These are as follows:—

Firstly—*The stability of the vessel without ballast*.—This point admits of no discussion in view of the fact that the meta-centric height does not reach half of what is now stipulated for in all modern vessels. Moreover, was not the action of the Dock Company in insisting that 50 tons of ballast not specified in the contract should be put on board (notwithstanding the emphatic protest of the Captain, and in spite of the diminished speed of the boat), a tacit confession of the want of stability?

Secondly—*Should ballast be allowed or not?*—The first qualification aimed at in all modern ships of war is to unite the greatest offensive and defensive powers compatible with the least displacement. It is patent that the efficiency of a vessel is not calculated solely upon the number and size of her guns, for there has also to be taken into consideration the power of her machinery, her coal-carrying capacity, the ease with which she may be manoeuvred, and above all, the most important means of defence, viz. her armour. Now, when carrying ballast, the speed of this vessel, the ease of manoeuvring her, and her buoyancy are all lessened, while to get the same speed out of her as if she were not in ballast, the expenditure in coal must be largely increased. Why, therefore, in the name of all that is sensible, put ballast in the vessel for no possible good? If this ballast, insisted upon by the Dock Company, but not mentioned in the contract, could be converted into armour which would render the vessel proof against all projectiles, although at the sacrifice of speed, there would still remain a doubt whether the vessel would be acceptable or not under such circumstances. There can be no doubt, however, that when the contract was made the vessel's sailing conditions should have had the preference over her armour; and as it was found inconvenient to give her an armoured belt, it is clear that it would be far less convenient to throw all her armour into the hold.

The legal reason why the Commissioners would not allow her to carry ballast was because ballast was not specified in the contract, as being necessary; therefore, the vessel should be sufficiently stable without this being required to steady her. It was on account of this particular defect that the very opportune protest was made by the Commissioners at the Spanish Consulate, when the Spanish Inspector of the construction of the *Filipinas* discovered that the Dock Company were treating his expostulations about the ballast with contempt, and were endeavouring to evade the terms of the contract in regard to the ballast, and that the most difficult means of defence, viz. the armour, was being sacrificed to the weight of guns, ammunition, coal, provisions, and water, which, however, did not result in making her more stable.

Thirdly—*The Vessel's stability in ballast*.—The meta-centric height obtained when she was in ballast was only cm. 449, which was less than that of all the vessels with which the *Filipinas* has been compared; in fact, the Commissioners could not find a parallel for such a low meta-centric. They thereupon telegraphed this fact to the Naval authorities in Madrid and also to the Engineer-in-Chief of the Cavite Arsenal, both of whom were unanimous in their approval of the Commissioners' refusal to take over the boat.

Fourthly—*The Speed*.—The vessel, having been absolutely and definitely refused on account of her want of stability, there was no necessity for anything more to be said, but the Commissioners being desirous of forming an exact and complete estimate of the

